

BookletChart™

Suisun Bay

NOAA Chart 18656

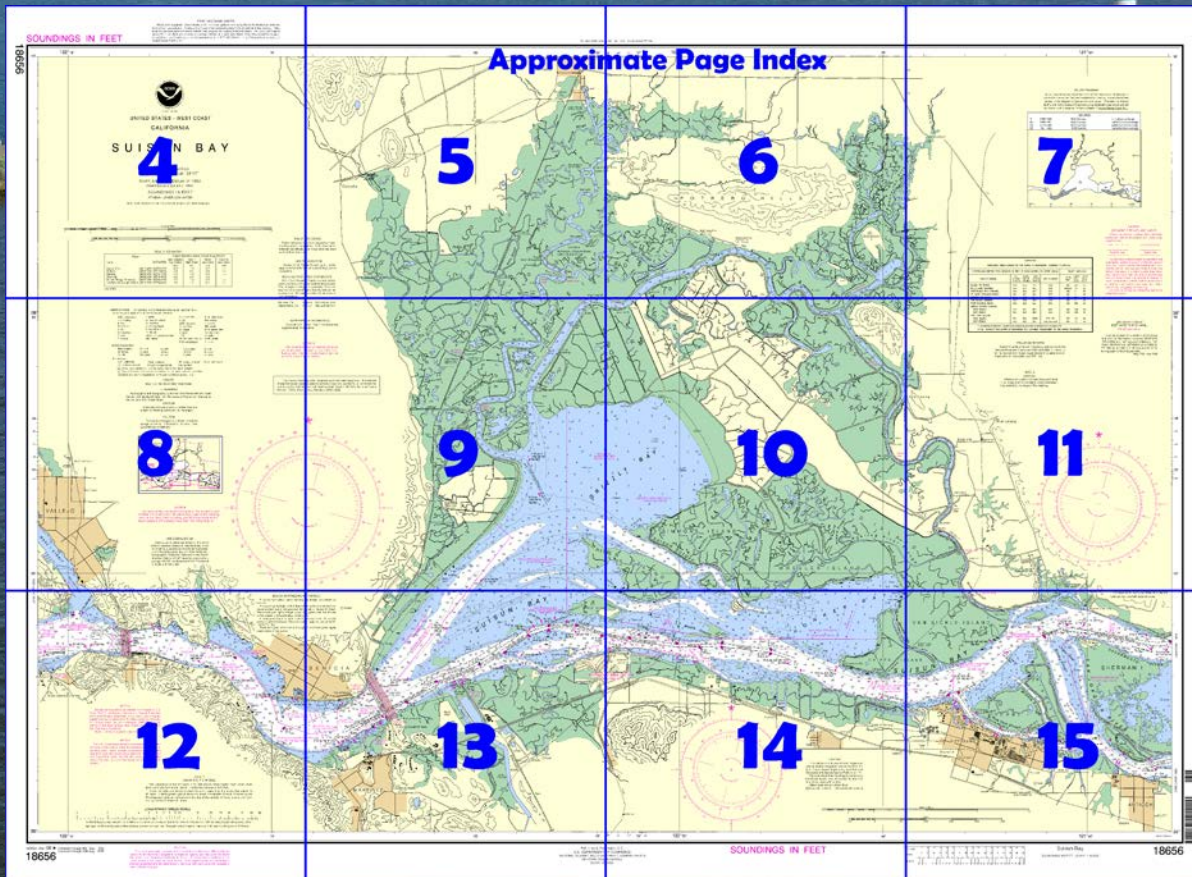


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18656>.



(Selected Excerpts from Coast Pilot)

Six-mile-long **Carquinez Strait** connects San Pablo and Suisun Bays. For the first 3.5 miles it is a little less than 0.5 mile wide, and then widens to about 1 mile. It is deep throughout with the exception of a small stretch of flats on the N shore, and a small shoal area in the bight on the S shore near the E end.

Caution.—In October 1991, tidal currents in Carquinez Strait were reported to deviate significantly from official predictions published by the

National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions.

Anchorage.—**General anchorages** are in Carquinez Strait. (See **110.1** and **110.224**, chapter 2, for limits and regulations.)

Suisun Bay is a broad shallow body of water with marshy shores and filled with numerous marshy islands, many of which have been reclaimed and are now under cultivation. It is practically the delta of the Sacramento and San Joaquin Rivers which empty into the E part of the bay. Two narrow winding channels lead to the mouths of the rivers.

They are marked by lights. The rivers and the channels near the mouths have been improved by the Government to increase the depth, remove obstructions, and provide relief during freshet seasons. A **Federal project** provides for a main channel 35 feet deep through the bay to the San Joaquin River. (See Notice to Mariners and latest editions of charts for controlling depths.)

The bay is used by many light-draft vessels having local knowledge. It is recommended that large vessels take a pilot if bound above Crockett. For information on obtaining an inland pilot contact the San Francisco Marine Exchange or San Francisco Bar Pilots.

Anchorage.—**General anchorages** are in Suisun Bay. (See **110.1** and **110.224**, chapter 2, for limits and regulations.) Mariners are advised that a cable area runs through Anchorage No.23.

Suisun Slough empties into the NW side of Suisun Bay 5.5 miles N of Benicia. A dredged channel leads from Suisun Bay into the entrance to the slough. In 1990, the controlling depth was 6½ feet. The entrance channel is marked by lights. Above the dredged channel, river channel had a reported depth of 6.3 feet in 2001, from the mouth to **Suisun City**, 12 miles above the entrance. Traffic on the slough includes gasoline, jet fuel, and residual fuel oil. Petroleum products are barged to an oil distributor at Suisun City. A power cable with a clearance of 110 feet crosses the slough just S of the city.

A **restricted berthing area** for Maritime Administration Reserve Fleet vessels is along the W side of Suisun Bay. (See **162.270**, chapter 2, for limits and regulations.)

(See **117.1 through 117.59, 117.151, and 117.185**, chapter 2, for drawbridge regulations for the bridges over the minor tributaries of Suisun Bay.)

Two adjacent small-craft basins are on the S side of the flats about 1.6 miles E of **Middle Point**, the E boundary of the Navy weapons station. The basins are connected to the bay by twin canals cut through the flats.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

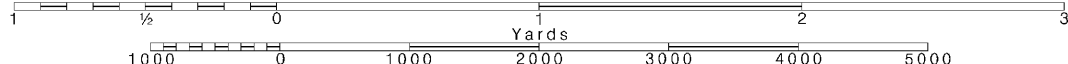
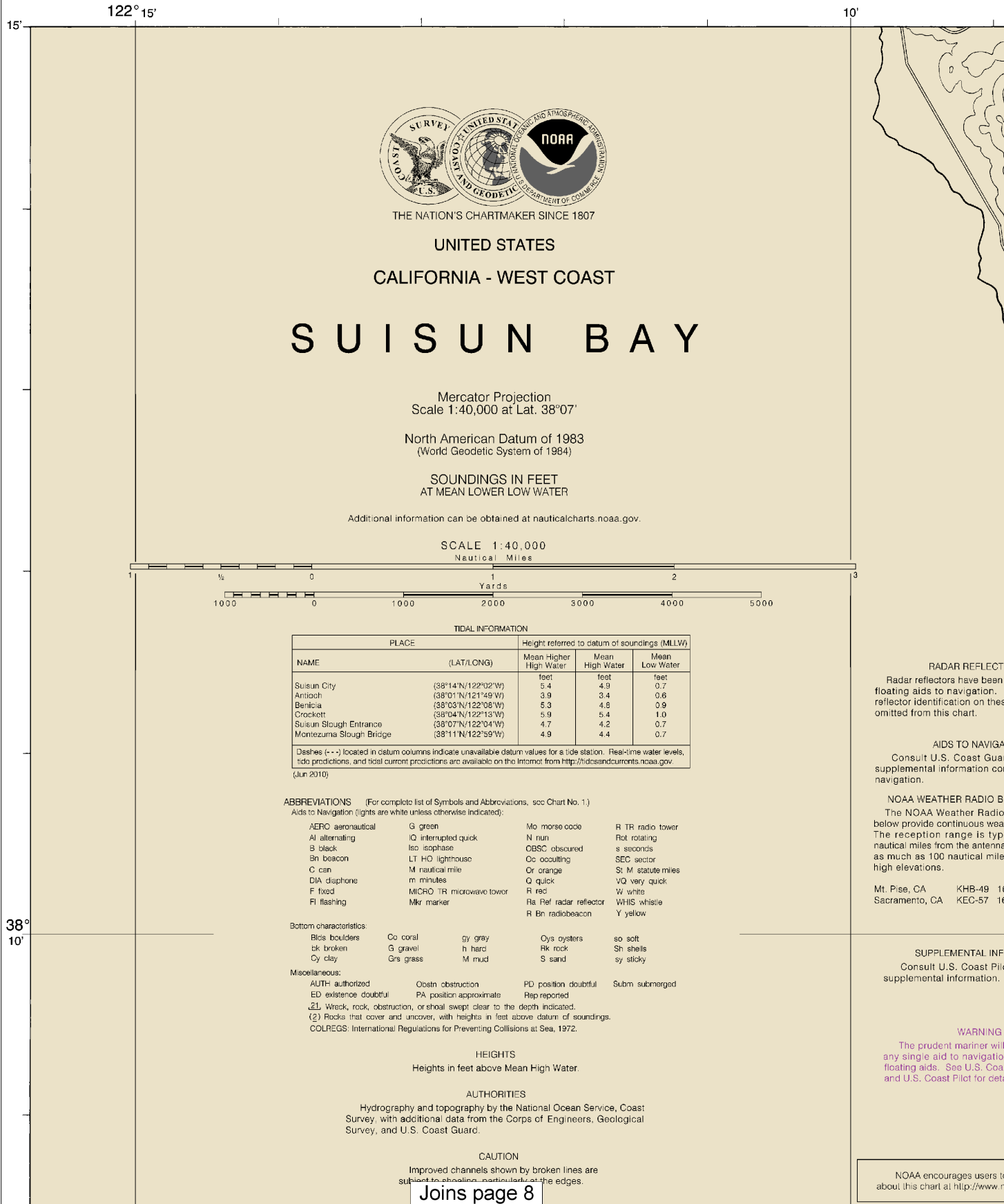
Lateral System As Seen Entering From Seaward

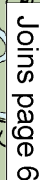
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





Joins page 9

5



Joins page 5

Joins page 10

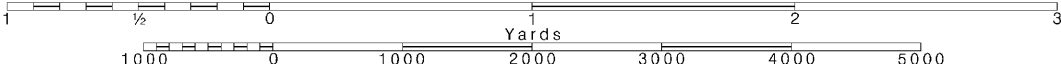
6

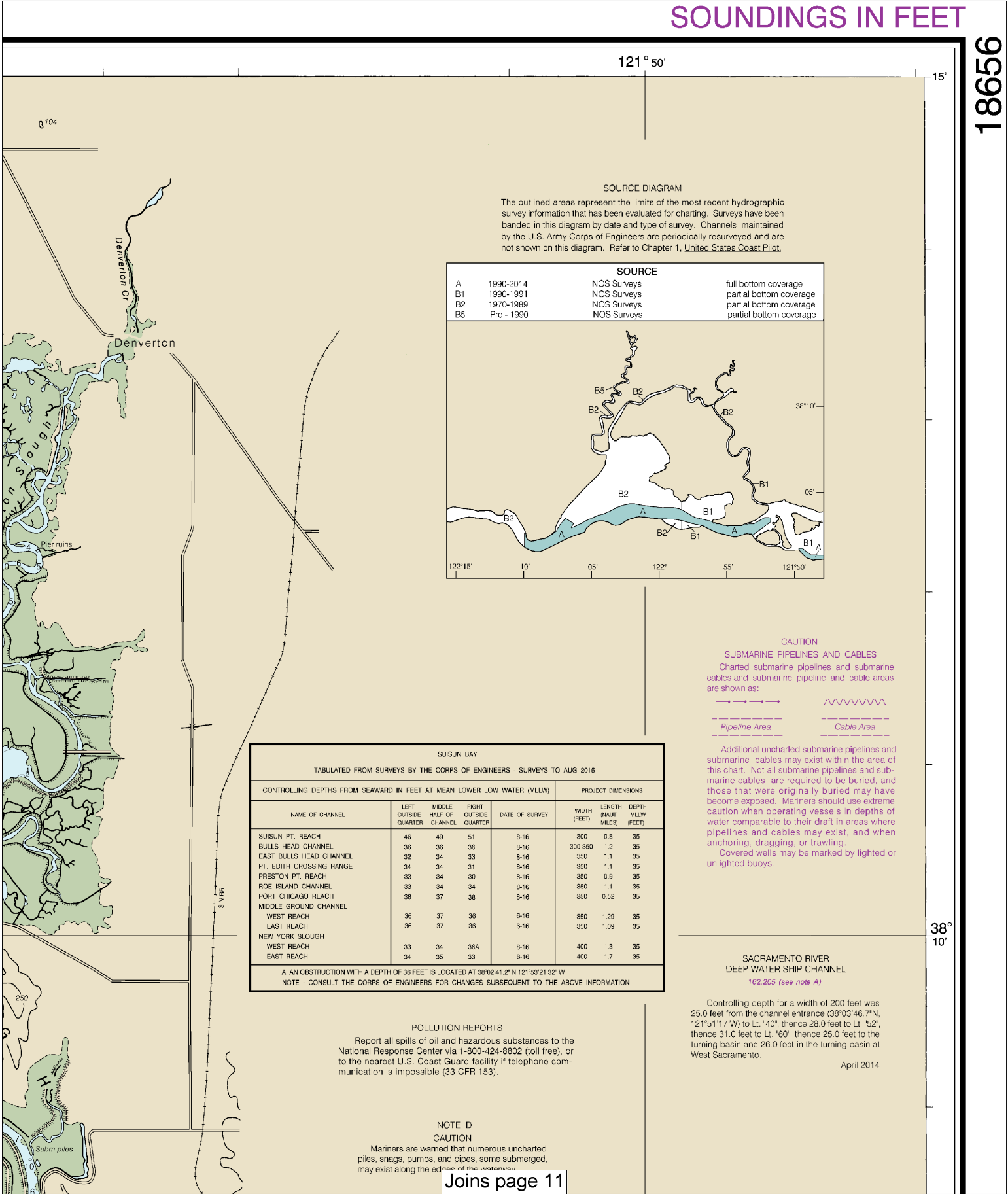
Note: Chart grid lines are aligned with true north.

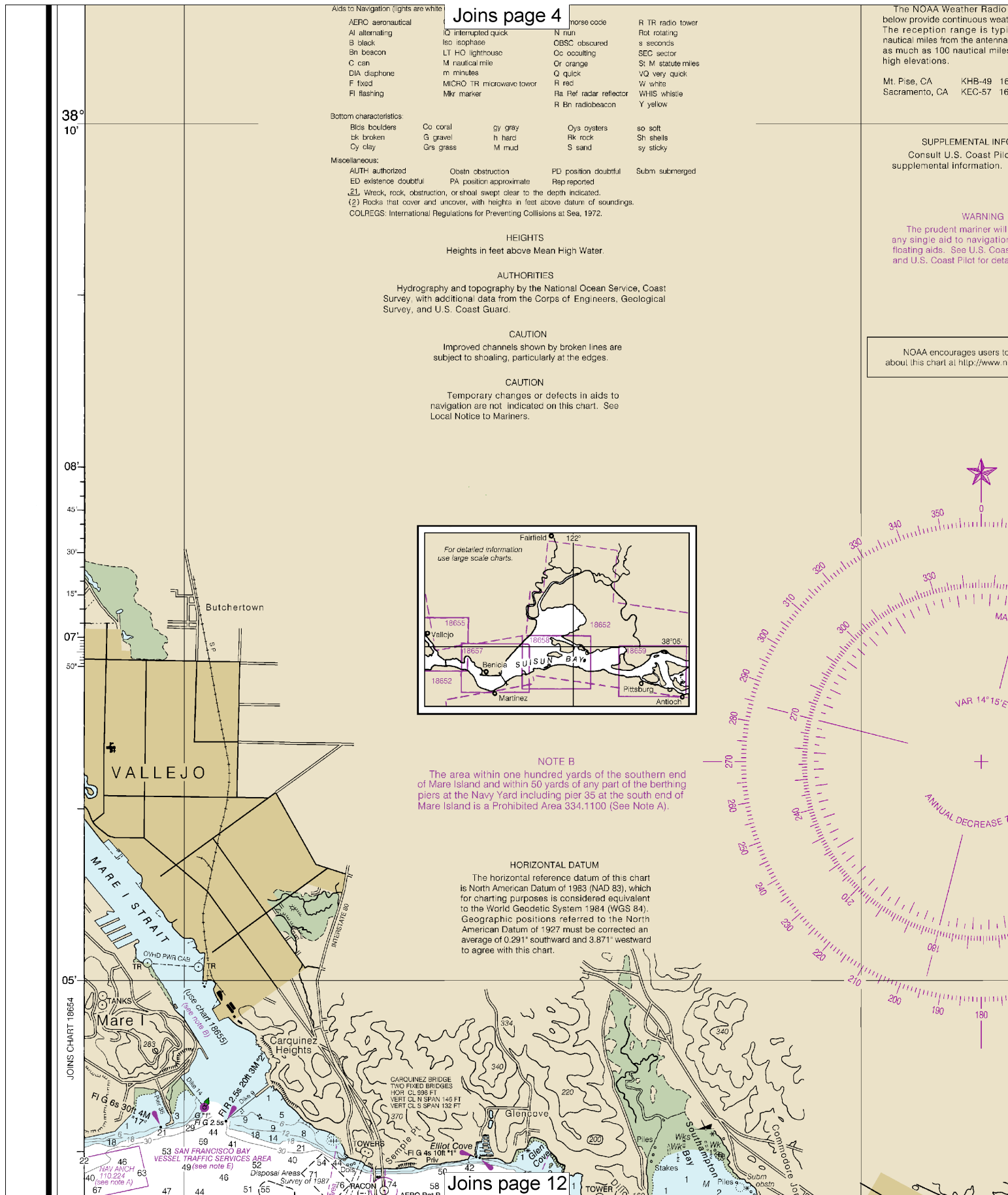
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

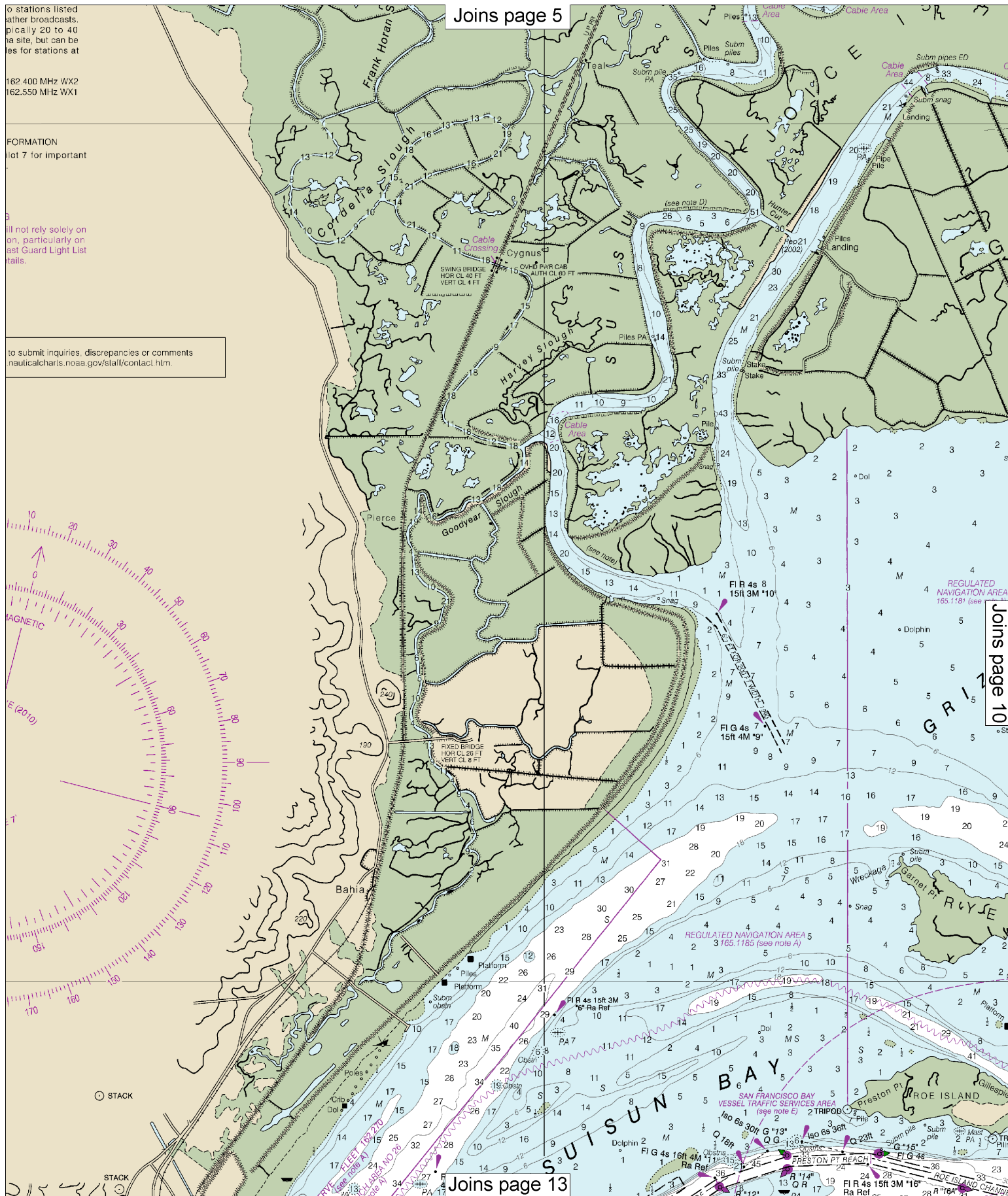


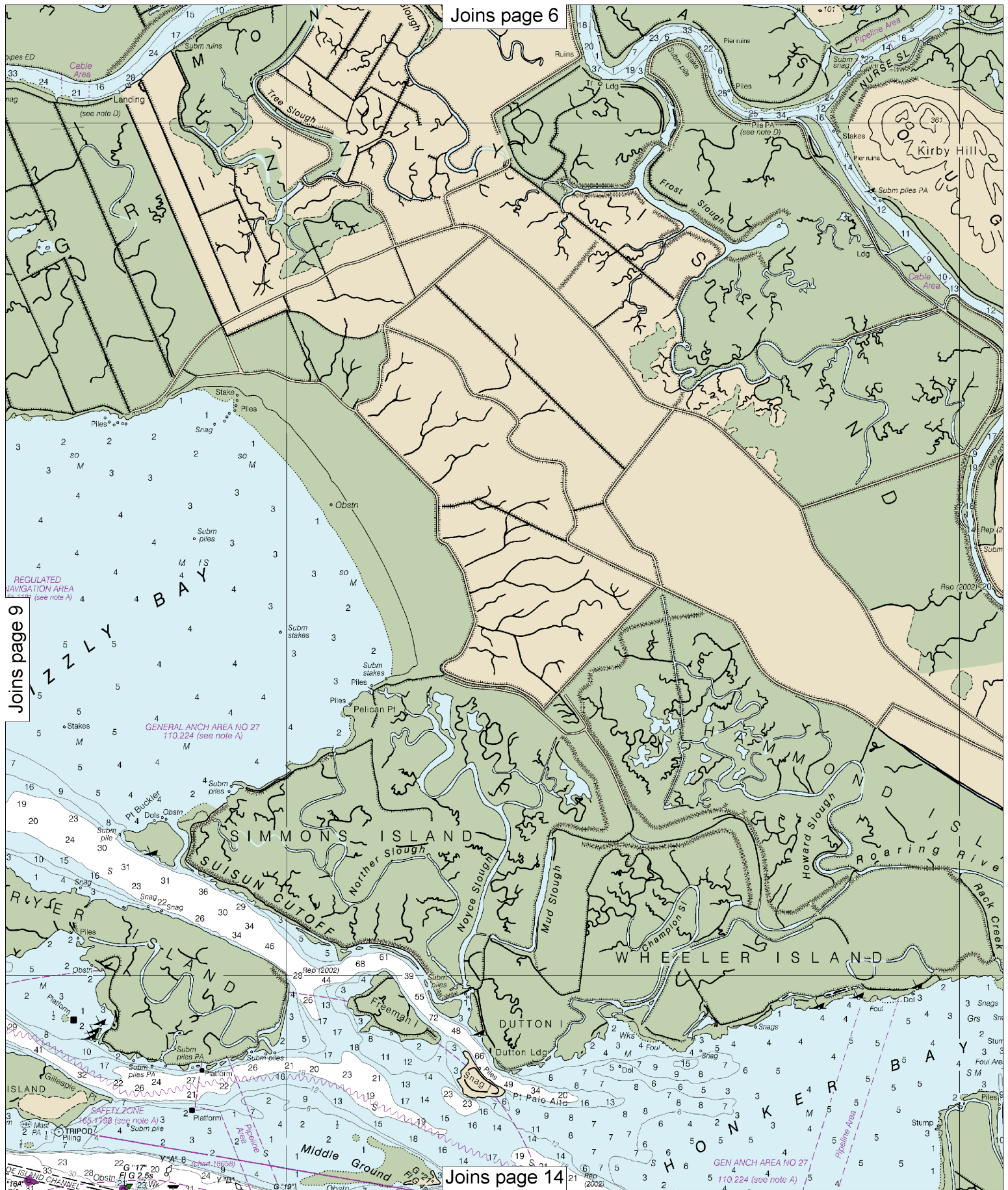




to submit inquiries, discrepancies or comments
nauticalcharts.noaa.gov/staff/contact.htm.

Joins page 10





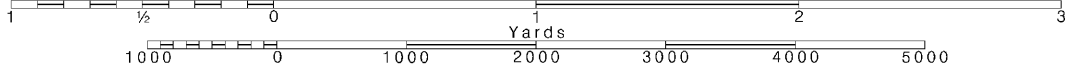
10

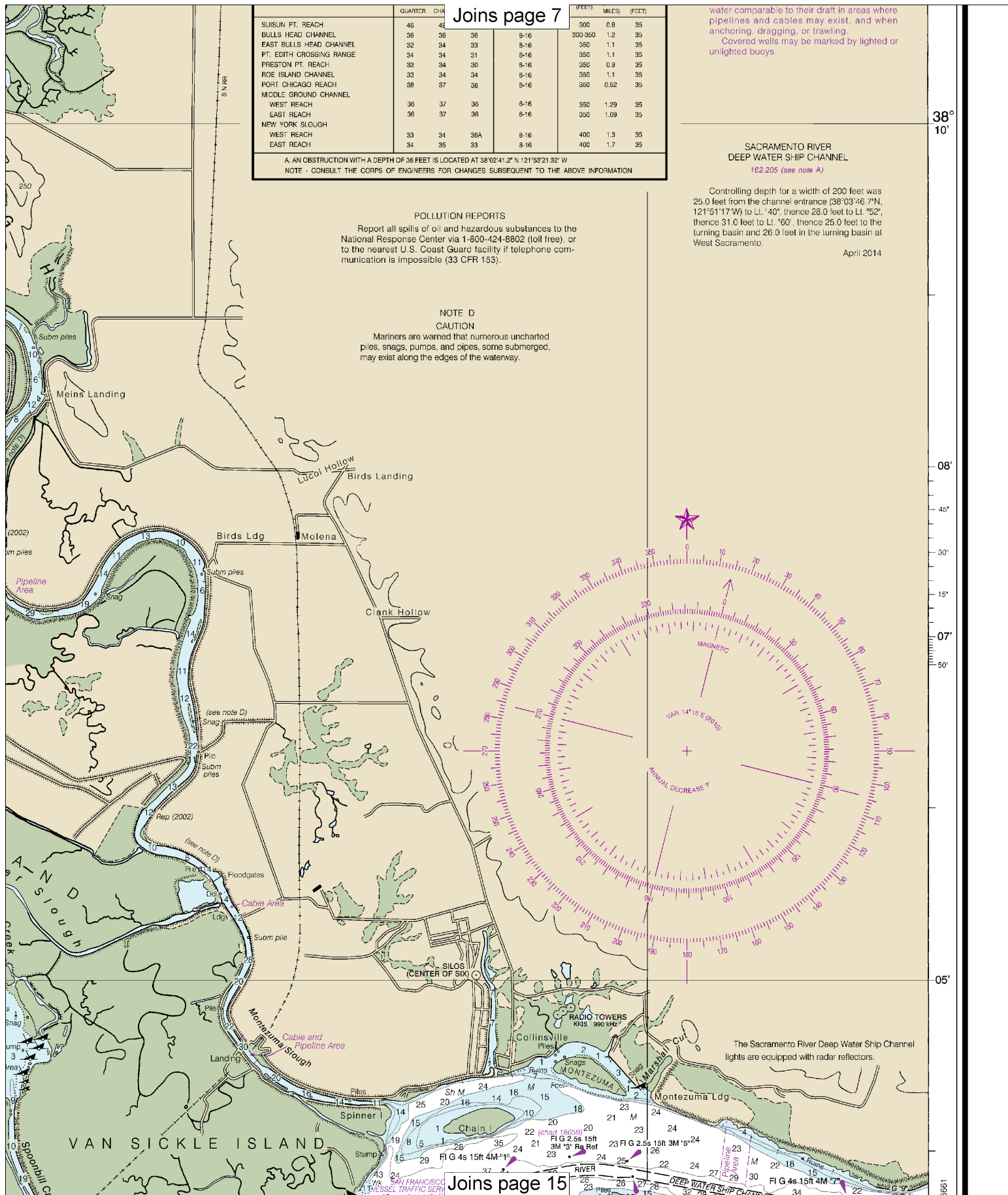
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.291" southward and 3.871" westward to agree with this chart.

JOINS CHART 18654

05'

38°

122° 15'

10'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California. Refer to charted regulation section numbers.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE C

UNION PACIFIC BRIDGE

The clearance of the lift span is 70 feet above mean higher high water when down and 135 feet when raised. Horizontal clearance 291 feet. Fixed red lights are shown to mark the piers supporting the spans that adjoin the lift span. A fixed green light is shown to mark the middle of each of those spans. Flashing red lights are shown from the top of the middle of those spans and from the top of the northern lift tower.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

56th Ed., Aug. 2010. Last Correction: 11/29/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

18656

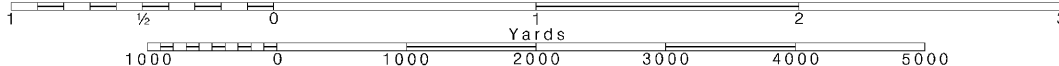
12

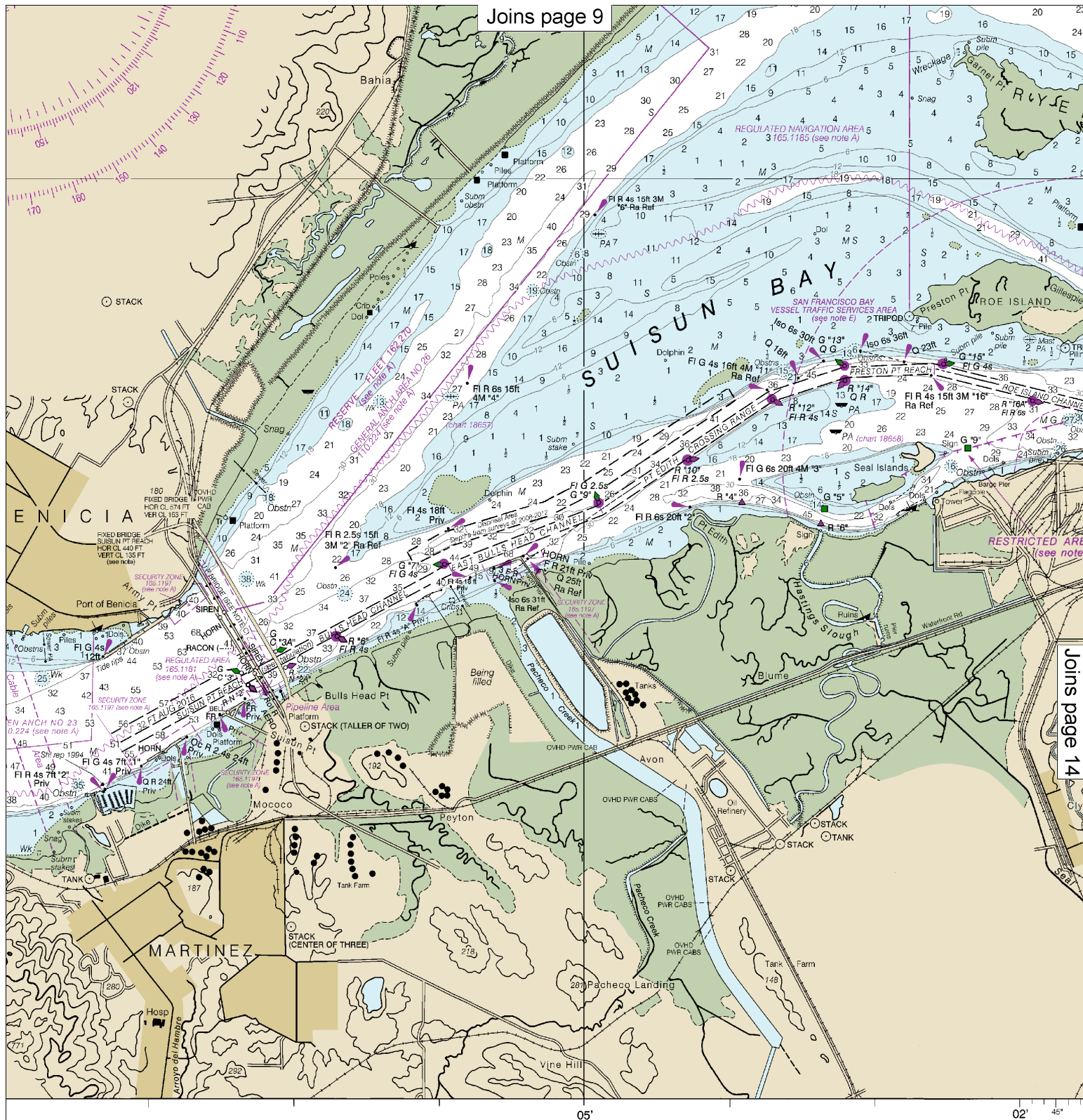
Note: Chart grid lines are aligned with true north.

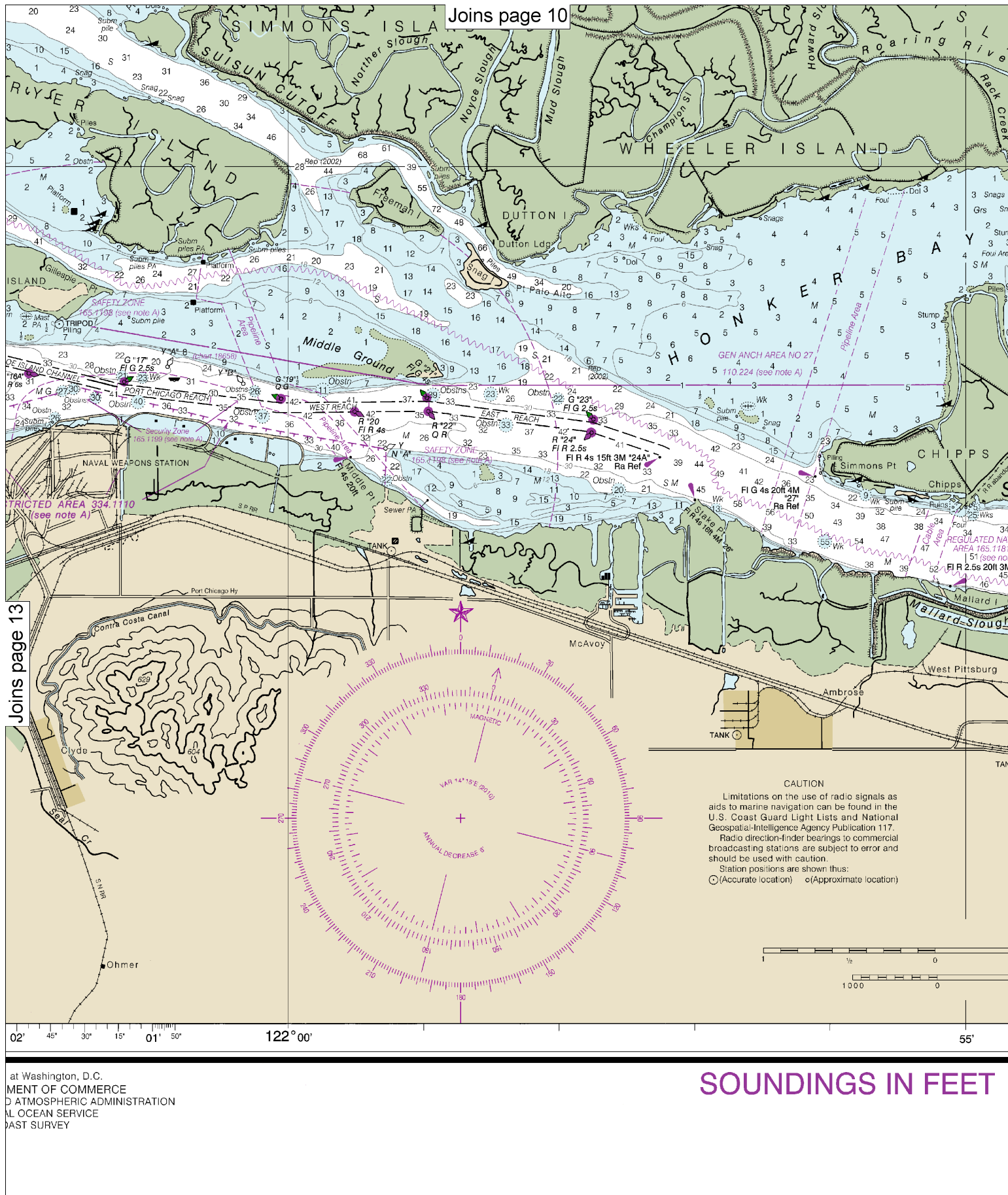
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







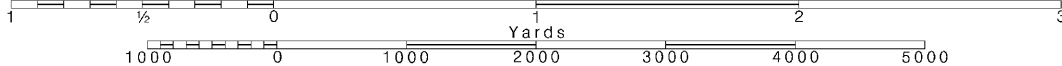
14

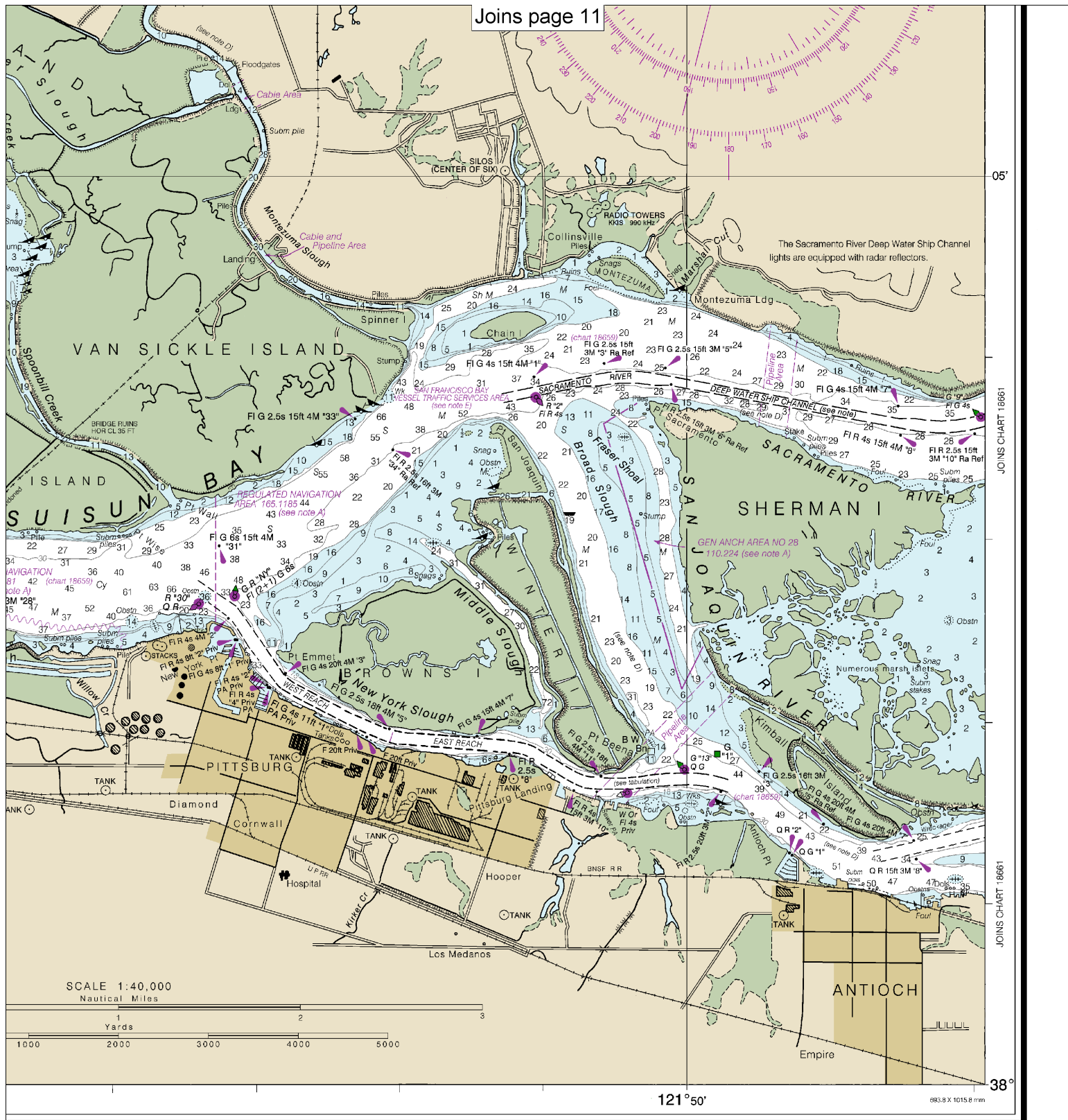
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





JOINS CHART 18661

JOINS CHART 18661

SCALE 1:40,000
Nautical Miles

Yards
1000 2000 3000 4000 5000

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Suisun Bay
SOUNDINGS IN FEET - SCALE 1:40,000

18656



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.